



TRIUMPH SPORTS
OWNERS
ASSOCIATION

News Letter

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Room 3007

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Supplements -

Three new supplements are now being printed in England for your owner handbook. We will send them out to you just as soon as we receive them.

Lubrication -

Shell gas stations now have complete lubrication details for the TR2. This should facilitate your lub problems.

Rock-A-Bye -

Charles Morrow of Wampum, Penna., reports that he has over 19,000 miles on his TR2 without any complaints. He also states: "We have found that the TR2 will lull our two months old daughter Cindy to sleep when all other methods fail. She can really be very unhappy but quiets down as soon as we put her in the TR2 and start moving."

Contact -

Barry Pruss, 45-B Highland Avenue, Sumter, S.C., if you live in his vicinity. Barry says that he has traveled 3,832 miles in his TR2 with 185 pounds of luggage on a trip from Houston to Canada to New Jersey to Watkins Glen to South Carolina with an average gas consumption of 31.6 mpg and only one quart of oil.

World Champ -

Jack Ensley, World's Champion Class B Sports Car Driver has been named Triumph Sub Distributor for the Fort of Evansville, Ind. He is a regular participant in the Mexican Road race. Stop in to see him if you're near Sports Cars Limited, 539 South New Green River Road, Evansville.

Applause -

Here are some nice words from D.L. Ewing of China Lake, California: "I purchased my TR2 (at my wife's insistence) in March of 1954. I joined the Association as soon as it was formed and have thoroughly enjoyed both the car and the Association. We did not plan on competition of any type with the car (we live in the middle of the Mojave desert) but rather thought that it would be a source of real enjoyment for trips both short and possibly long. We have just completed a trip which involved 18 days on the road, a little over 6,000 miles and included San Francisco, Lake Louise, Banff and Calgary, Kansas City, Colorado Springs (yes, we climbed Fikes Peak, 14,110 ft. without trouble), Rocky Mountain National Park and Los Angeles. The only casualty was a muffler which was replaced by Dawson Motor Company at Walla Walla. We carried all our baggage with us. I did install a removable shelf behind the seats which provided room for a suitcase, camera equipment, etc. We did not feel like we were being pioneers (we slept in motels and hotels like other tourists), but were rather



It's A Triumph!



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taking a trip we enjoyed in just the car we wanted for the trip. On open highways, but particularly on narrow mountain roads, the car will provide safe, reliable and fast transportation with less passenger and driver strain than any car I have ever driven. I think it would be worth pointing this out to prospective owners as well as the competition results. I find that relatively few of the sports car owners ever have them in competition other than rallies. Congratulations on a fine automobile as well as a competitive machine."

Triumph Victories -

C. K. Faught, Jr., writes to let us know that in addition to Stan Schooley placing 2nd in his TR2 at the Cowboy State Sports Car Races, Cheyenne, September 4-5 (reported in last issue), in race #5 which was the Ladies Event, Sally Freeman, an employee of Faught Motors, found herself in Class C due to not enough Class E entries, and although it was her first racing experience, came in 2nd only to a Jag. Sally was driving a production TR2!

Kenneth Gee reports he took 1st overall, 1500-2000 cc at Marlboro on August 17th; racked up a 2nd overall in the Central Pennsylvania Sports Car Club 12 hour night rally; and took another 1st place, (under 2000cc) in the drag races at Allentown on October 2nd.

Bob Green of Texarkana, Arkansas, informs us he took 2nd place in Class D & E in the $\frac{1}{4}$ mile drag and slalome held at Caddo Lake, Karnack, Texas, and that another TR2 took 1st place (driver unknown to us.)

And from Warren, Pennsylvania comes the word from Henry Dahl of Keystone Garage of Warren, Pa., Inc., saying that on October 2nd, the Women's Auto Sports Club, Inc., held their Annual Red Leaf Rally. 201 cars were entered, 182 started and finished a divided course of some 80 miles - contestants came from as far away as 600 miles including Canada. 1st place was taken by William Miller of Westfield, N.Y. in his TR2 and 2nd place was taken by Joe Littlefield of Warren, driving a TR2. Henry reports that the rally is the largest of its kind ever held in the U.S.

We promised you more news about Bob Goldich (September NEWSLETTER) and here it is. It seems that there is a winning combination out in Arlington Heights, Illinois, with Speedway Motors as part of the group. The other members are Bus Gunter who owns the Triumph # 300, and Bob Goldich who is the driver. Speedway sold and serviced the car. Here is what this car, driver and crew have racked up:

Lawrenceville, Ill.	2nd	Class E Prod.	4th Class Mod.
Milwaukee Grand Prix	2nd	Class E Prod.	
St. Joseph, Mo.	1st	Class E Prod.	
Elkhart Lake, Wis.	1st	Class E Prod.	
C.C. 120 Hill Climb	1st	Class E Prod.	1st Class D Prod.
Milwaukee Rennen	1st	Class E Prod.	2nd Class D Prod.
MG Car Club, Milwaukee	1st	Class E Prod.	
Watkins Glen	4th	Class E Prod.	

And last but not least, Robert Magruder, Whittier, Calif., competing for the first time in October at the Santa Barbara Gymkhana placed 2nd in class and 3rd overall! Bob says "The TR2 went through the events as if it had designed them."